

# Governor Tim Kaine's Transportation Town Hall Meeting

Bristol Public  
Library

*March 20, 2006*



# Transportation Is A Growing Problem Across Virginia

- **Hampton Roads**



- Average commuter loses 28 hours a year to congestion.
- Region's population will grow 45% in next 25 years.
- Port of Hampton Roads imports are increasing by 8% a year.

- Northern Virginia
- Richmond
- I-81 Corridor
- Southwest Virginia

# Transportation Is A Growing Problem Across Virginia

- Hampton Roads
- **Northern Virginia**



- Average commuter loses 72 hours each year to congestion
- Region's population will grow 42% over the next 25 years.
- “Gridlock” will strangle 59% of rush hour traffic in the next 25 years.

- Richmond
- I-81 Corridor
- Southwest Virginia

# Transportation Is A Growing Problem Across Virginia

- Hampton Roads
- Northern Virginia
- **Richmond**



- Average commuter loses 16 hours a year to congestion.
- Population will grow 37% over next 25 years.
- Vehicle miles traveled dramatically outpaces construction.

- I-81 Corridor
- Southwest Virginia



# Transportation Is A Growing Problem Across Virginia

- Hampton Roads
- Northern Virginia
- Richmond
- **I-81 Corridor**
  - I-81 was designed to carry 15% trucks, 85% cars.
  - It now carries 70,000 vehicles a day, 40% trucks.
  - That will increase to 50% within 15 years.
- Southwest Virginia



# Transportation Is A Growing Problem Across Virginia

- Hampton Roads
- Northern Virginia
- Richmond
- I-81 Corridor
- **Southwest Virginia**



- The lack of infrastructure hampers economic development efforts.
- Inadequate local roads are proving to be dangerous for more and faster traffic.

# Transportation Is A Growing Problem Across Virginia



**Virginia's transportation challenges touch every part of the state. Our solution must be equally far reaching.**



# There is a co\$ to Virginia for doing nothing.



**Existing projects will suffer.**

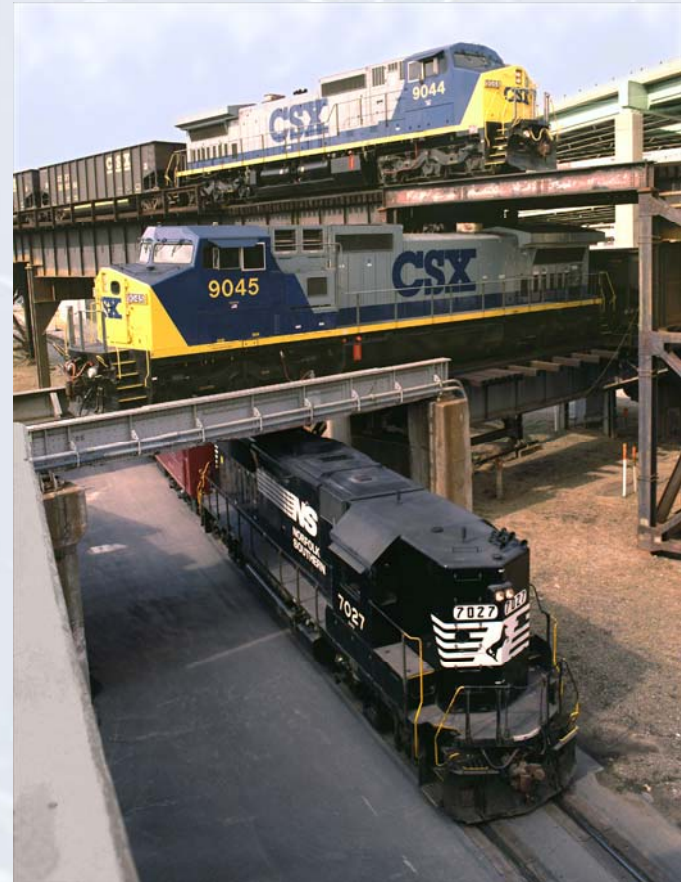
Beginning in 2010, Virginia's Six-Year Plan will be limited to only road maintenance and matching federal dollars.



# There is a co\$t to Virginia for doing nothing.

Existing projects will suffer.

Beginning in 2010, Virginia will be unable to match, and thus begin losing, federal transit funds.



# There is a co\$ to Virginia for doing nothing.



**Existing projects will suffer.**

By the year 2011, Virginia's will be unable to match, and thus begin losing, federal highway funds.

# There is a co\$ to Virginia for doing nothing.

**Existing projects will suffer.  
Local secondary road funds will shrink.**

Year	Funding for <b>Bristol:</b>	Urban road lanes that will afford:
F.Y. 2005	<b>\$600,000</b>	<b>0.6 miles</b>
F.Y. 2010	<b>\$200,000</b>	<b>0.2 miles</b>
F.Y. 2015	<b>\$100,000</b>	<b>0.09 miles</b>

# The Kaine Transportation Plan



- **Better Management, Planning and Choices**
- Better Accountability with Taxpayer Dollars
- Responsible Transportation Investments



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- **Better Accountability with Taxpayer Dollars**
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- Better Management, Planning and Choices
- Better Accountability with Taxpayer Dollars
- **Responsible Transportation Investments**

# The Kaine Transportation Plan

Financing for the Kaine plan is built on three principles:



1. The investment must be significant, reliable and long-term.
2. General fund revenue must be protected.
3. The money to improve the system must come from those who use it.

# The Kaine Transportation Plan

The Kaine Plan is funded through increased user fees.

- **An \$18 increase in annual insurance premiums.**
- An \$18 increase in annual registration fees.
- An increase on auto sales from 3% to 5%.
- Increased fees for abusive drivers.

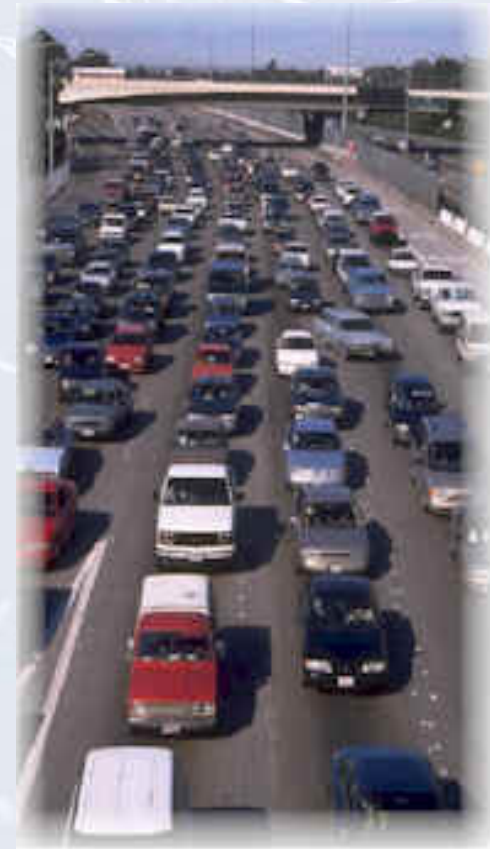




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# The Kaine Transportation Plan

**Local highway  
construction funding  
will increase by 90%.**





# The Kaine Transportation Plan

**Virginia's  
investment  
in mass  
transit  
would  
double.**



# The Kaine Transportation Plan

And we address the maintenance backlog and keep up with the needs of Virginia's aging roads and bridges.



# The House Republican Transportation Plan

- Is a “band-aid” approach that **fails** to provide secure, reliable, long-term revenue for transportation.
- Actually **cuts** highway construction funding for most of Virginia.
- And **takes** money away from proven, effective programs that families and communities rely on.

# The House Republican Transportation Plan

- **Cuts** K-12 public schools by \$15 million.
- **Cuts** community colleges by \$25 million.
- **Cuts** four-year universities by \$33 million.
- **Cuts** natural resources by \$33 million.
- **Cuts** public safety programs by \$2 million.

Source: House Appropriations Committee Staff Briefing

March 9, 2006



# The House Republican Transportation Plan

**Cuts** the Governor's Opportunity Fund.

Since January 2004, more than \$4 million dollars from the fund has been used to close economic deals that have created **5,882 jobs** and **\$530 million** in new investment in Southwest Virginia.

# The House Republican Transportation Plan

- **Cuts** \$38 million in highway construction funding from the Bristol district.
- **Cuts** \$36 million from the Coalfields Connector project.
- **Fails** to address maintenance backlog.
- **Relies on debt**, without identifying new revenue to pay for it.

# The Need for Resolution

A delay in finalizing a state budget affects numerous state and local government processes including:

- Localities writing a budget (*affecting schools, police and firefighters*) and setting homeowner tax rates.
- School boards writing budgets and hiring teachers.
- The C.T.B.'s ability to select projects and sign contracts.
- Re-enlistment bonuses for VA National Guard troops.
- Colleges and universities setting tuition rates.

